

RTIP ID# <i>(required)</i> RIV031209				
TCWG Consideration Date: April 26, 2011				
Project Description <i>(clearly describe project)</i> The City of Palm Desert, in cooperation with the County of Riverside and Caltrans, proposes to build a new interchange on Interstate 10 (I-10) at Portola Avenue in the City of Palm Desert and County of Riverside. The project would entail the widening and extension of existing Portola Avenue as well as the widening and extension of the adjacent frontage road, Varner Road, within the project area. The proposed interchange would be located approximately one mile north of the existing Cook Street Interchange and approximately one mile south of the existing Monterey Avenue Interchange. The project would include construction of a new 6 through-lane overpass extending Portola Avenue over I-10 and the Union Pacific Rail Road (UPRR), construction of associated on-ramps and off-ramps, and realignment of Varner Road. Varner Road would also be widened from 2 to 4 lanes. Auxiliary lanes would be constructed between the proposed I-10/Portola Avenue Interchange and the adjacent interchanges at Monterey Avenue and Cook Street. The proposed project will require the acquisition of new right-of-way, including a portion of the existing UPRR right-of-way. The following Build Alternatives are being considered: Alternative 2, a Modified Partial Cloverleaf; and Alternative 3, a Modified Single Quadrant Cloverleaf. Alternative 1 is the No-Build Alternative. The proposed project is estimated to take 12 months of construction, for a project completion date of 2015.				
Type of Project <i>(use Table 1 on instruction sheet)</i> New interchange.				
County Riverside	Narrative Location/Route & Postmiles City of Palm Desert and County of Riverside, I-10 (PM 44.8-46.68) Caltrans Projects – EA# 0F1200			
Lead Agency: City of Palm Desert				
Contact Person Bo Chen	Phone# 760-346-0611	Fax# 760-340-0574	Email bchen@ci.palm-desert.ca.us	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 <input checked="" type="checkbox"/> PM10 <input checked="" type="checkbox"/>				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	<input checked="" type="checkbox"/> EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: Final Environmental Assessment/FONSI December 2011				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
Exempt	Section 6004 – Categorical Exemption		Section 6005 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	2008	2010	2012	2014
End	2011	2011	2013	2015

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The purpose of the project is to:

- Reduce existing and forecasted traffic congestion on Monterey Avenue and Cook Street intersections near I-10.
- Improve traffic operations on I-10 at the Monterey Avenue and Cook Street interchanges.
- Provide a balanced circulation system and reduce out of direction travel.
- Improve local circulation by providing alternative vehicular access to the I-10, local shopping developments and residential neighborhoods.
- Help achieve the goals of the Southern California Association of Governments Regional Transportation Plan.
- Accommodate planned infrastructure improvements within the project vicinity.
- Provide a facility consistent with existing and planned local development, the County of Riverside General Plan Circulation Element and the City of Palm Desert General Plan Circulation Element.
- Improve emergency preparedness and enhance safety.

The project is needed because the existing I-10 interchanges at Monterey Avenue and at Cook Street cannot accommodate existing and forecasted travel demand without additional I-10 access. Currently, the Monterey Avenue and Cook Street interchanges provide the primary access from I-10 to the City of Palm Desert and the community of Thousand Palms in unincorporated Riverside County, as well as portions of the cities of Rancho Mirage and Indian Wells. Palm Desert and the Coachella Valley have continued to be one of the fastest-growing regions in California. Without additional access, travel demand is focused onto the two arterials with direct freeway access, and the capacity of those arterials is exceeded.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

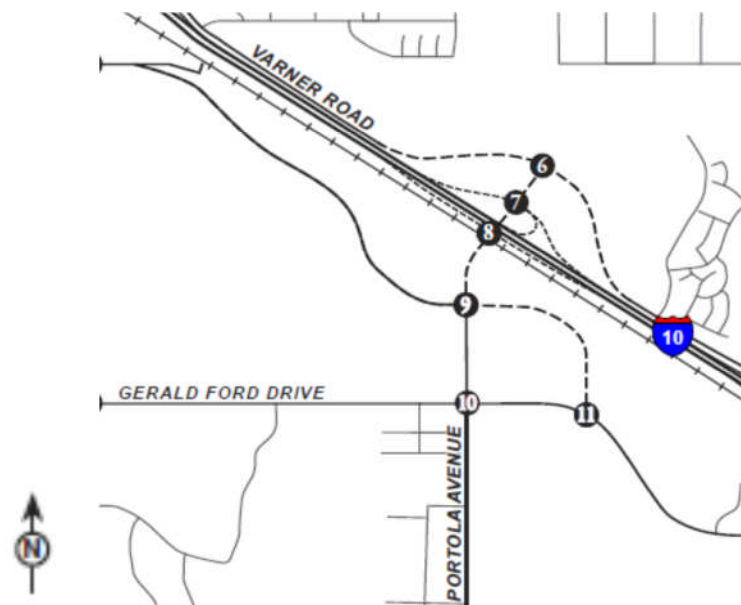
Currently, the project site is mostly undeveloped and consists of I-10, UPRR, and Varner Road as a frontage road.

Future adjacent planned land uses include:

Community Commercial (C-C),
Industrial-Business Park (I-BP),
Medium Density Residential (R-M),
Medium Density Residential/High Density Overlay (RM/R-HO),
High-Density Residential (R-H),
Low Density Residential (R-L),
Open Space-Public Reserve (OS/PR),
Open Space/Public Parks (OS/PP).

<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>See tables later in this form.</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>Please see tables later in this form.</p>

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT



Segment	Year 2015			
	ADT Volume*	LOS*	Truck %	Truck ADT
6. Portola Avenue/Varner Road to I-10 WB Ramps	9,000	A	4	360
7. Portola Avenue/I-10 WB Ramps to I-10 EB Ramps	13,900	A	4	556
8. Portola Avenue/I-10 EB Ramps to Dinah Shore Drive	15,900	A	4	636
9. Portola Avenue/Dinah Shore Drive to Gerald Ford Drive	13,200	A	4	528

*Source: Table 41, Traffic Operations Analysis (2009)

(Note: These intersections/segments do not exist with the No Build Alternative).

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Segment	Year 2035			
	ADT Volume	LOS	Truck %	Truck ADT
6. Portola Avenue/Varner Road to I-10 WB Ramps	16,200	A	4	648
7. Portola Avenue/I-10 WB Ramps to I-10 EB Ramps	25,100	A	4	1,004
8. Portola Avenue/I-10 EB Ramps to Dinah Shore Drive	28,700	A	4	1,148
9. Portola Avenue/Dinah Shore Drive to Gerald Ford Drive	23,900	A	4	956

*Source: Table 42, Traffic Operations Analysis (2009)

(Note: These intersections/segments do not exist with the No Build Alternative).

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The project would provide additional access to I-10 for the area between Cook Street and Monterey Avenue to support the populations of the fast-growing areas of Palm Desert and Coachella Valley. The adjacent interchanges at Cook Street and Monterey Avenue currently have ADT volumes that are projected to increase due to the growth in the area. ADT on the adjacent I-10/Monterey Avenue Interchange is expected to increase from 28,200 to 65,800 in 25 years (2004 to 2030), and ADT on I-10/Cook Street Interchange is expected to increase from 20,300 to 45,200. Without improvement to the area, these two interchanges will experience more congestion and delays. Construction of the I-10/Portola Avenue Interchange is intended to reduce the impacts associated with the anticipated increase in congestion along Cook Street and Monterey Avenue, as well as on the I-10/Cook Street and I-10/Monterey Avenue Interchanges.

As shown in the table below, the proposed project (with either build alternative, Alternatives 2 or 3) would help alleviate congestion at the adjacent I-10/Cook Street and I-10/Monterey Avenue Interchanges and improve LOS.

Intersection	Peak Hour	2009	2015			2035		
		Existing Conditions	No Build	Alt 2	Alt 3	No Build	Alt 2	Alt 3
		LOS	LOS	LOS	LOS	LOS	LOS	LOS
1. Monterey Ave/Varner Rd	AM PM	B B	D D	C D	C D	F F	D F	D F
2. Monterey Ave/I-10 WB Ramps	AM PM	C C	Intersection Removed					
3. Monterey Ave/I-10 EB Ramps	AM PM	C B	C C	B B	B B	D F	B C	B C
4. Monterey Ave/Dinah Shore Dr	AM PM	C E	D E	C E	C E	F F	F F	F F
5. Monterey Ave/Gerald Ford Dr	AM PM	C C	D F	D E	D E	F F	F F	F F
6. Portola Ave/Varner Rd	AM PM	N/A	NA	B B	B B	NA	B C	B C
7. Portola Ave/I-10 WB Ramps	AM PM	N/A	NA	B A	B B	NA	B A	B B
8. Portola Ave/I-10 EB Ramps	AM PM	N/A	NA	A A	B A	NA	B B	B C
9. Portola Ave/Dinah Shore Dr	AM PM	N/A	B B	C D	C D	B B	D D	D D
10. Portola Ave/Gerald Ford Dr	AM PM	B	C C	C C	C C	C D	D D	D D
11. Dinah Shore Dr/Gerald Ford Dr	AM PM	N/A	C C	C C	C C	C C	C B	C B
12. Cook St/Varner Rd	AM PM	B B	E F	D E	D E	F F	F F	F F
13. Cook St/I-10 WB Ramps	AM PM	D B	B B	B B	B B	B B	A B	A B
14. Cook St/I-10 EB Ramps	AM PM	B B	C B	B B	B B	C C	B C	B C
15. Cook St/Gerald Ford Dr	AM PM	C B	C C	C C	C C	C D	C D	C D
16. I-10 WB Ramps/Varner Rd	AM PM	NA	B C	B C	B C	D C	B C	B C

Source: Traffic Operations Analysis (2009)

Comments/Explanation/Details *(attach additional sheets as necessary)*

The traffic study completed for the project shows that the estimated Average Daily Traffic (ADT) along Portola Avenue in the year 2035 will be 28,700. The EPA "Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas" states that a project of air quality concern is a project on a new highway or expressway with greater than 125,000 annual average daily traffic (AADT) and 8% or more of such AADT is diesel truck traffic. The proposed project would provide additional access to I-10 and decrease the volume to capacity ratios along Monterey Avenue and Cook Street, which will improve the traffic flow and vehicle speeds, and will not involve an increase in idling.

Based on the information provided above, future new or worsened PM₁₀ violations of any standards are not anticipated, and therefore, the project meets the conformity hot-spot requirements in 40 CFR 93.116 and 93.123 for PM₁₀.

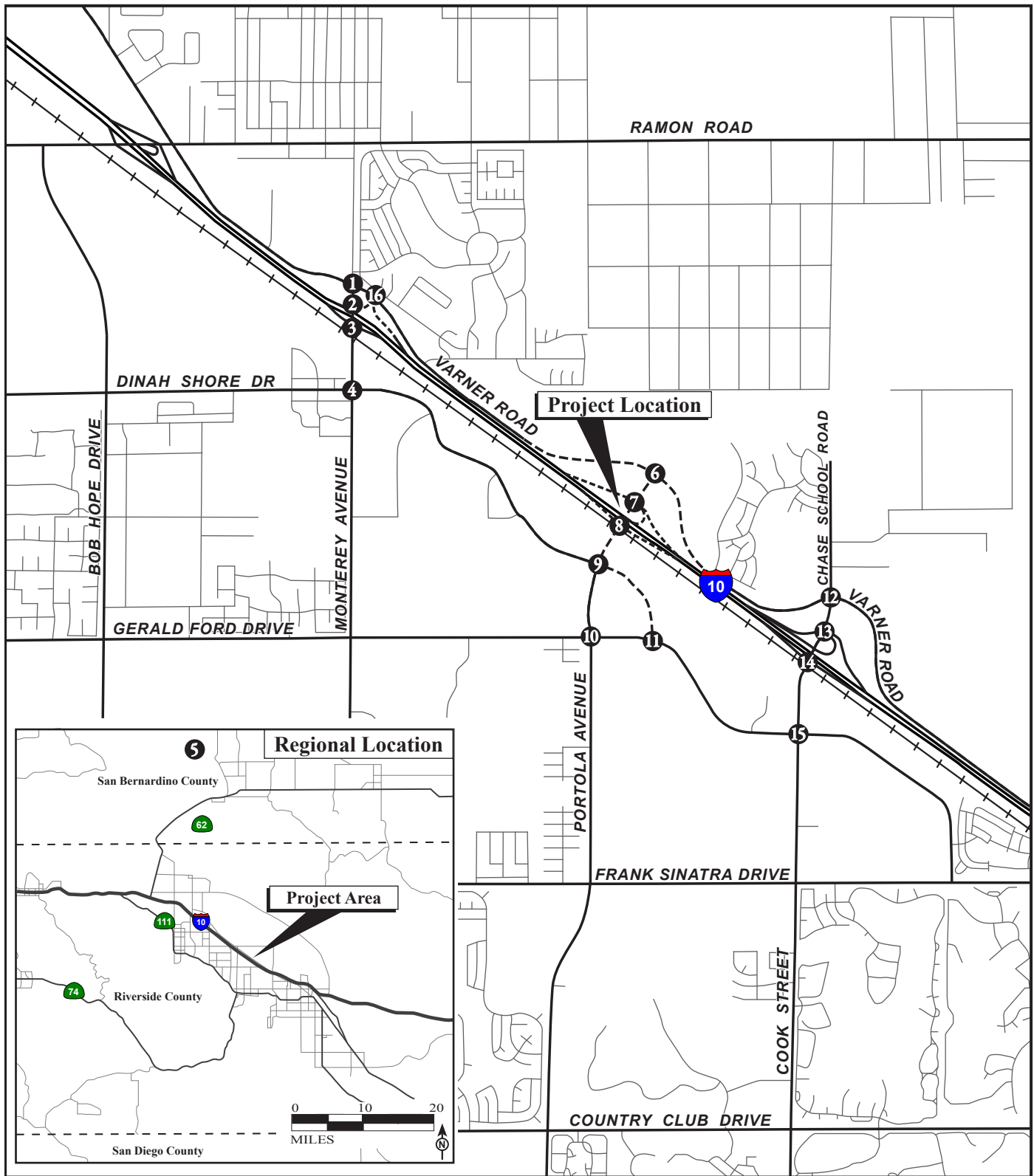


FIGURE 1
I-10/Portola Avenue Interchange
Project Location

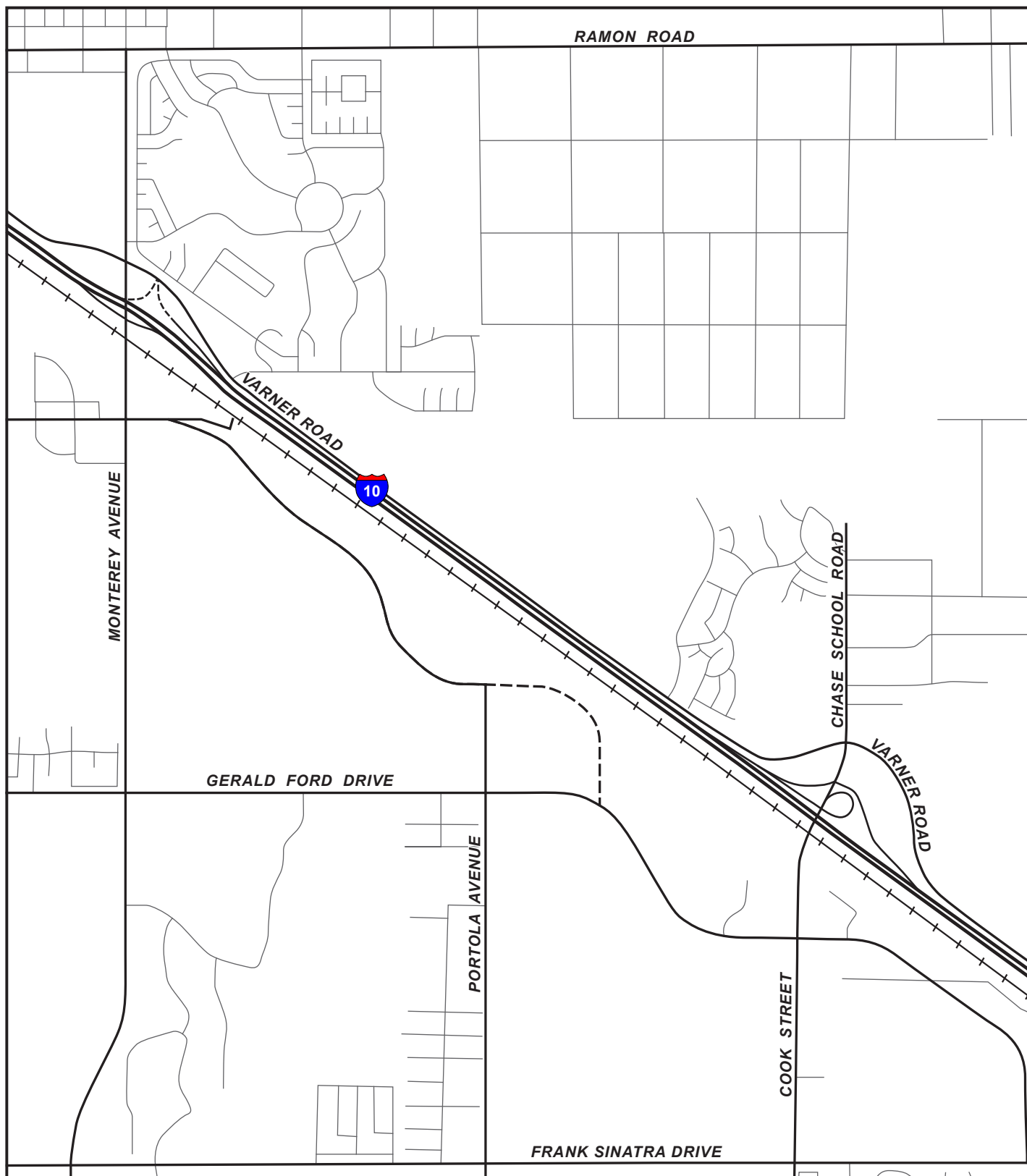
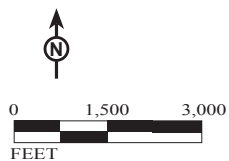


FIGURE 2
I-10/Portola Avenue Interchange
Alternative 1 (No Build)



 FUTURE ROAD ALIGNMENT

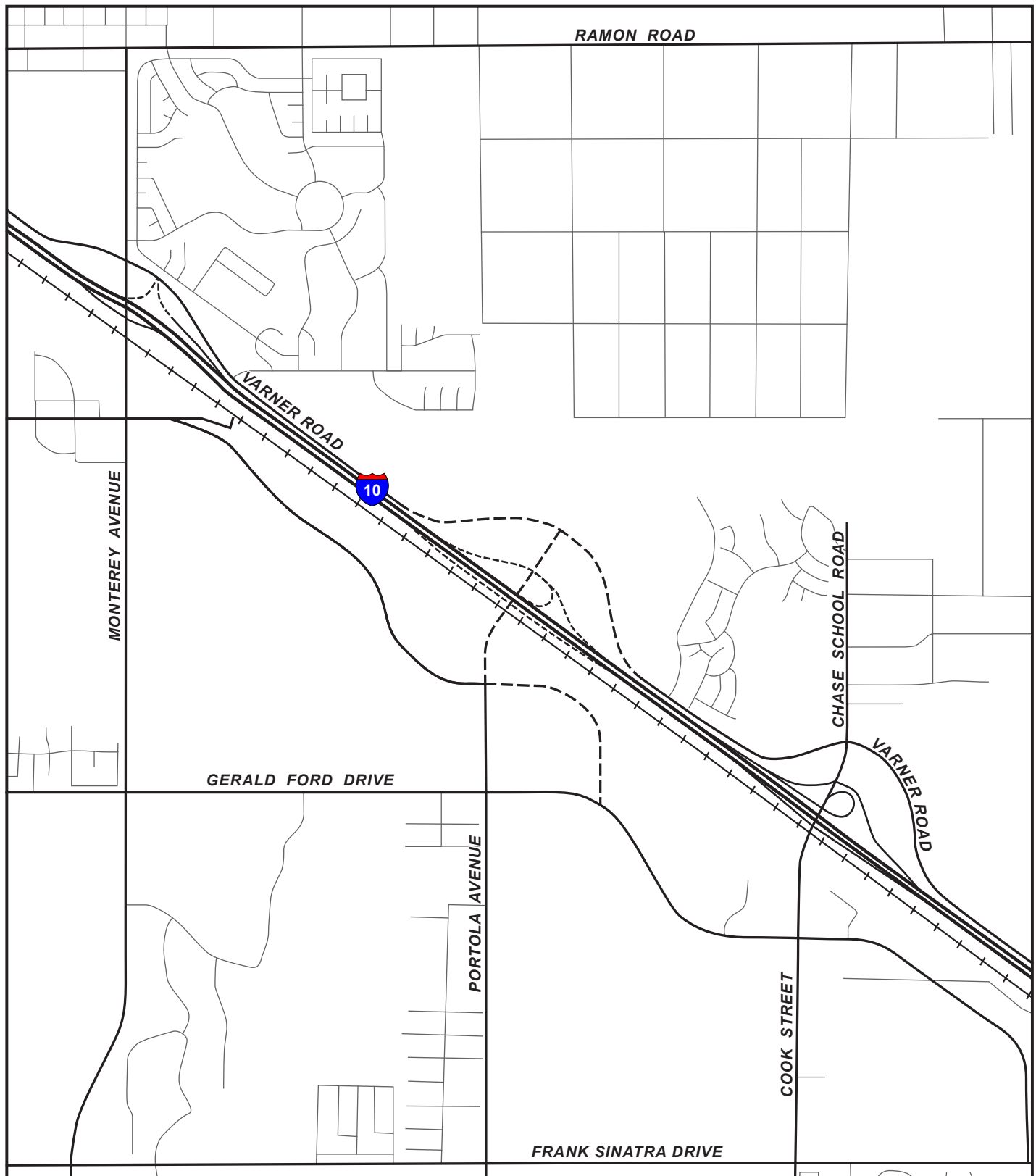
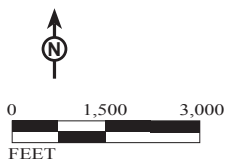


FIGURE 3
I-10/Portola Avenue Interchange
Alternative 2



 FUTURE ROAD ALIGNMENT

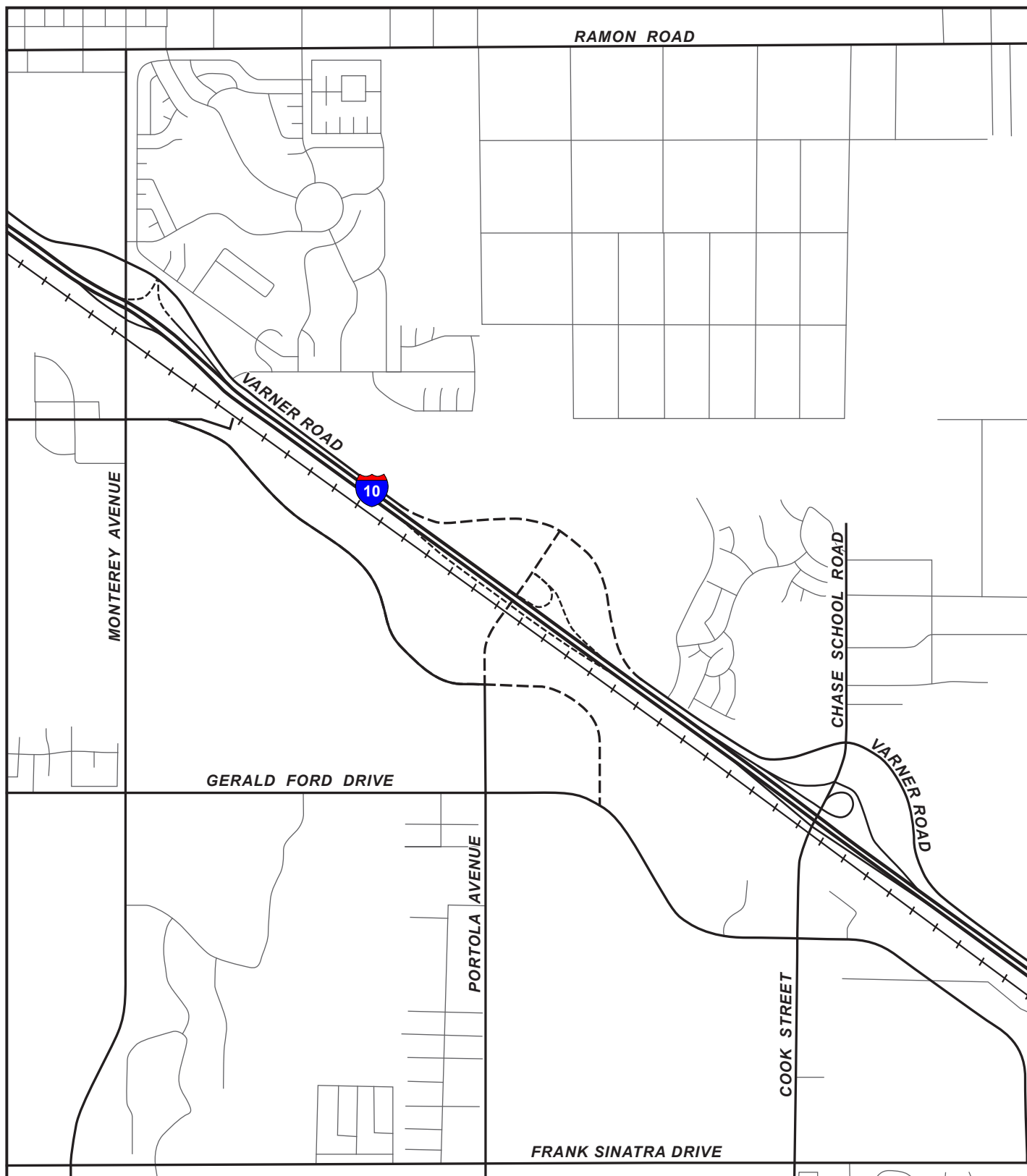
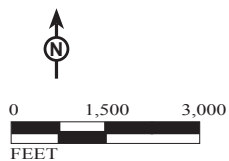


FIGURE 4
I-10/Portola Avenue Interchange
Alternative 3



 FUTURE ROAD ALIGNMENT

2011 FTIP

ProjectID	County	Air Basin	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amend		
RIV031209	Riverside	SSAB	RIV031209	CAXT7	10	44.8	46.6 S	71,993 Agency	NON-EXEMPT	0		
AT I-10/PORTOLA AVE (B/W MONTEREY IC & COOK IC): CONSTRUCT NEW 6 THRU LANE PORTOLA AVE IC FROM DINAH SHORE DR TO VARNER RD & RAMPS (EB & WB EXIT 3 LNS, EB & WB ENTRY 2 LNS, EB ENTRY LOOP RAMP 2 LNS, ENTRY INCL HOV LN, WIDENING INCLUDES BRIDGE OVER UPRR & RELOCATE/WIDEN VARNER 2 TO 4 LNS, ADD EB/WB AUX LNS (MONTEREY TO PORTOLA AND PORTOLA TO COOK), EXTEND 4TH WB LANE COOK TO PORTOLA (EA: 0F120K)												
Fund	ENG	R/W	CON	Total	Prior	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	Total
STP LOCAL			1,275	1,275				1,275				1,275
CITY FUNDS	2,835	12,099	55,784	70,718	835	14,099		55,784				70,718
RIV031209 Total	2,835	12,099	57,059	71,993	835	14,099		57,059				71,993

ProjectID	County	Air Basin	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amend
47520	Riverside	SSAB	47520	CAXT3	10	51.7	53.1 S	82,107 Agency	NON-EXEMPT	2
PTC										
RIVERSIDE COUNTY										

ProjectID	County	Air Basin	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amend			
RIV071254	Riverside	SSAB	3A07022	CARH3	10	53.9	55.5 S	47,000 Agency	NON-EXEMPT	0			
ON I-10 IN INDIO AT MONROE ST IC: RECONSTRUCT/WIDEN IC FROM 2 TO 6 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM AVENUE 42 TO S/O WHITEWATER RIVER CHANNEL, RECONSTRUCT/WIDEN RAMPS 1 TO 2 LANES, AND EXTEND RAMPS WITH ACCELERATION/DECELERATION LANES (EA: 0K730K)													
Fund		ENG	R/W	CON	Total	Prior	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	Total
CITY FUNDS		5,000	2,000	40,000	47,000	1,000		4,000		2,000	40,000		47,000
RIV071254 Total													
		5,000	2,000	40,000	47,000	1,000		4,000		2,000	40,000		47,000

Fund	ENG	RW	CON	Total	Prior	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	Total
DEMO - TEA 21	990			990	990							990
SURFACE TRANS PROG - RIP				150	150							150
CITY FUNDS	5,000	2,000	49,000	56,000	1,000		4,000		2,000	49,000		56,000
RIV071252 Total	5,000	2,000	49,000	56,000	1,000		4,000		2,000	49,000		56,000